

California Maglev

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With six million more people expected to populate Southern California in the next 20 years, mobility can only worsen. A 200-mph magnetic levitation (Maglev) train connecting the region's activity centers is being planned to reduce the congestion, air pollution, noise and other impacts of such growth.

What is Maglev?

Maglev is the name for an elevated monorail using the world's most advanced magnetic levitation technology to move people and cargo at very high speeds and with a high degree of safety, comfort and reliability. The objective is to build this type of high speed system along key corridors, connecting the region's existing and emerging population and employment centers, and linking regional airports into an integrated airport system for people and cargo. Other benefits include reduced energy consumption, noise, air pollution and impacts on adjoining communities.

Where Are We Today?

For the past four years, SCAG has been studying the feasibility of deploying Maglev in the region. In December 2002, SCAG's Regional Council approved an "Initial Operating Segment" of the Maglev system that would connect West Los Angeles via Los Angeles Union Station to Ontario Airport and accommodate up to 200,000 riders a day. SCAG also will continue studying three future segments of the California Maglev plan: Los Angeles International Airport (LAX) to March Air Base, LAX to Palmdale, and Union Station to Orange County. If realized, the proposed 275-mile Maglev network could provide fast, safe and environmentally friendly service for up to 500,000 riders a day.

Upon completion of pre-deployment planning and environmental reviews, which include examining construction and operational costs, ridership potential, safety, accessibility and other performance measures, construction of the Maglev system would begin. The first segment could be operating as early as 2010.

Would This Be the First?

Maglev technology has been under development for 25 years. The first commercial Maglev system will go into operation in Shanghai, China in 2003.

Who Will Pay For It?

Maglev corridor cities organized as the implementing public entities may build and operate the Maglev system through public private partnerships. Passenger fares, cargo fees, and other project revenues would cover construction and operating costs. No operating subsidies or government grants would be required. SCAG is currently working to secure federal pre-deployment funding as part of the 2003 Re-Authorization of the Transportation Equity Act.

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